

Box 2.7 Folder 17

1944-1952



Correspondence

Content #18 - D-F

- ① Original handwritten letter from MacNeish, with his corrections, to Gordon Ekholm, about working in Tamaulipas, no date
- ② letter from Ekholm, Am. Museum Nat Hist., responding to MacNeish (with envelope), 7/12/44
- ③ letter from Ekholm to MacNeish about roads north of Tampico, 11/29/44
- ④ letter from Ekholm to MacNeish, congratulating him on marriage (to June Helm) and giving contacts in Mexico, 1/14/45
- ⑤ Handwritten letter fr. Rafael Diaz C. to MacNeish, in Spanish, 7/10/54
- ⑥ letters fr. T.D. Downing about shipment of archaeological specimens from Peabody Museum to Museo Nacional de Antropología e Historia in Mexico, with Marine Certificate and Bills of Lading; letter from Peabody Museum to MacNeish about above, April 1957
- ⑦ letter <sup>(+ form)</sup> fr. Paul Fejos, Wenner-Gren Fdn. for Anthropological Research, to MacNeish about funds for work in Russia, 10/26/59.
- ⑧ letter from Mrs. Dancy to MacNeish, about a collection in Brownsville, no date.
- ⑨ Handwritten letters from MacNeish, one in Spanish, to Señora Espejo of Mus. Nacional in Mexico, about an archaeological atlas, no date (mentions "wartime"). See 1-3 above.



THE AMERICAN MUSEUM OF NATURAL HISTORY  
CENTRAL PARK WEST AT 79TH STREET  
NEW YORK 24, N. Y.  
July 12, 1944

DEPARTMENT OF ANTHROPOLOGY

H. L. SHAPIRO, Ph.D., Chairman, Curator of Physical Anthropology  
MARGARET MEAD, Ph.D., D.Sc., Associate Curator  
BELLA WEITZNER, Associate Curator  
HELGE LARSEN, Cand. Mag., Associate Curator  
JUNIUS B. BIRD, Assistant Curator  
GORDON F. EKHOLM, Ph.D., Assistant Curator

CLARK WISSLER, Ph.D., LL.D., Curator Emeritus  
N. C. NELSON, M.L., Curator Emeritus of Prehistoric Archaeology  
CLARENCE L. HAY, A.M., Research Associate  
MILO HELLMAN, D.D.S., D.Sc., Research Associate  
FREDERICK H. OSBORN, Honorary Associate  
ROBERT VON HEINE-GELDERN, Ph.D., Research Associate  
RALPH LINTON, Ph.D., Research Associate  
ANTOINETTE K. GORDON, Associate

Mr. Richard S. MacNeish  
Department of Anthropology  
University of Chicago  
Chicago, Illinois

Dear Mr. MacNeish:

I am very pleased to hear that you are interested in doing archaeological work in the State of Tamaulipas. I will be glad to help you in any way I can and will be glad to show you my material from the Huasteca when you come to New York in September. My report on this material has just appeared and I am sending you a copy under separate cover.

As you know there are few published works on Tamaulipas itself and those of little value. You will find all those of which I know listed in the bibliography of my Tampico-Panuco report.

Please call upon me at any time if I might be of any assistance.

Sincerely yours,

GFE:bk

*Gordon F. Ekholm*

THE AMERICAN MUSEUM OF NATURAL HISTORY

DEPARTMENT OF PALEONTOLOGY

NEW YORK, N. Y.

1901

AMERICAN MUSEUM OF NATURAL HISTORY  
DEPARTMENT OF PALEONTOLOGY  
NEW YORK, N. Y.  
1901

AMERICAN MUSEUM OF NATURAL HISTORY  
DEPARTMENT OF PALEONTOLOGY  
NEW YORK, N. Y.  
1901

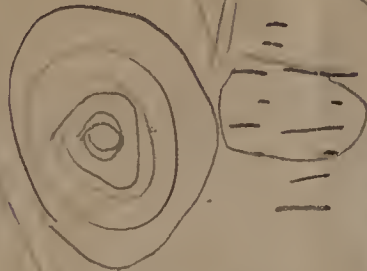
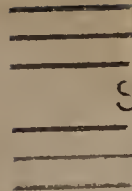
AMERICAN MUSEUM OF NATURAL HISTORY  
DEPARTMENT OF PALEONTOLOGY  
NEW YORK, N. Y.  
1901

G.F.E.

THE AMERICAN MUSEUM OF NATURAL HISTORY

CENTRAL PARK WEST AT 79TH STREET

NEW YORK 24, N. Y.



Mr. Richard S. MacNeish  
Department of Anthropology  
University of Chicago  
Chicago, Illinois

1. *conjugation*
2. *Distribution of*
3.

W. W. W.

to R. W. W. - when?

2







Dr. Gordon Ekholm,  
Museum of Natural History,  
New York City, N.Y.

Dear Dr. E. B. C. M.

I am writing you about a  
proposed doctoral dissertation which would  
be concerned with an area which you  
are probably interested <sup>in</sup>. My thesis  
would be entitled "A Preliminary  
Archaeological Survey of the State of Tamaulipas, Mexico"  
(concentrating on the area north of the Huasteca area  
and east of the Sierra de la Madre). Realizing  
that you have excavated immediately south of  
this <sup>region</sup> it would be very valuable that I become  
familiar with the material you have  
uncovered. Therefore, <sup>with your permission</sup> ~~without your permission~~ <sup>something</sup>,  
I would like to come to New York in the  
latter part of September and study the  
materials you have found.

The purpose of making such a survey (i.e. my doctoral historical problems) are ~~rather~~ obvious. Briefly, they would be the following.

- [illegible]



3. To discover the remains of Early man  
(at least pre-salt) in this area.

My personal reason for wishing to make this survey are ~~several~~ numerous. Primarily I would like to make this survey as it ~~might~~ might solve some very important historical problems mentioned above as well as ~~be a good~~ make a good doctoral dissertation. Secondly, the archaeological problems I have worked on <sup>(Cylinder of Sam</sup> ~~in this area~~ <sup>the Jordan</sup> ~~are~~ <sup>is ready for publication in the Harvard Report</sup> ~~are~~ <sup>to</sup> ~~be~~ <sup>work can</sup> ~~be~~ <sup>only</sup> ~~done until the war is over and excavation~~ <sup>be done until the war is over and excavation</sup> ~~start again~~ <sup>start again</sup>. Since I would prefer to <sup>write or</sup> ~~do~~ <sup>my</sup> doctor's ~~dissertation on~~ <sup>in</sup> ~~the~~ <sup>field</sup> I have to seek <sup>an area</sup> ~~areas~~ outside of the borders of the United States which would produce important materials. Tarnaby seems to be just such an area. ~~Further~~ <sup>Further</sup> I have a medical discharge from the Army and ~~need to do~~ <sup>outdoor</sup> ~~work~~ <sup>work</sup>, I would like to do it in my own field. Also, ~~though~~ <sup>of course</sup> ~~board~~ <sup>it</sup> won't be bothering me. Lastly, I believe I could obtain funds to finance such a project.

~~My anticipations for doing such a~~  
~~great deal of work for under the Army such an~~  
~~important work. Dr. Carson I believe would~~  
~~be your chief publication for under the Army such an~~

As to my qualifications for undertaking  
such a project I deem it wise to refer you to  
Dr. Fay-Cooper Cole who informally has approved  
of this project. I might add to this that I speak  
Spanish, have done much field work and have  
worked in country with as difficult a terrain as Guatemala's  
~~about any in Central America~~

~~Now let me sum up what I  
have done for you~~  
~~in private~~



[illegible]

Robert A. MacKay











THE AMERICAN MUSEUM OF NATURAL HISTORY  
CENTRAL PARK WEST AT 79TH STREET  
NEW YORK 24, N. Y.

## DEPARTMENT OF ANTHROPOLOGY

H. L. SHAPIRO, Ph.D., Chairman, Curator of Physical Anthropology  
MARGARET MEAD, Ph.D., D.Sc., Associate Curator  
BELLA WEITZNER, Associate Curator  
HELGE LARSEN, Cand. Mag., Associate Curator  
JUNIUS B. BIRD, Assistant Curator  
GORDON F. EKHOLM, Ph.D., Assistant Curator

November 29, 1944

CLARK WISSLER, Ph.D., LL.D., Curator Emeritus  
N. C. NELSON, M.L., Curator Emeritus of Prehistoric Archaeology  
CLARENCE L. HAY, A.M., Research Associate  
MILO HELLMAN, D.D.S., D.Sc., Research Associate  
FREDERICK H. OSBORN, Honorary Associate  
ROBERT VON HEINE-GELDERN, Ph.D., Research Associate  
RALPH UNTON, Ph.D., Research Associate  
ANTOINETTE K. GORDON, Associate

Mr. Richard S. MacNeisch  
Department of Anthropology  
University of Chicago  
Chicago, Illinois

Dear Scotty,

I wrote to Blas Rodriguez in Tampico as I promised and have just received a reply. His information on the roads to the north of Tampico is unfortunately only very general and will not be very helpful. He says that it has been possible to make trips by auto to the north in the completely dry season, but that it is impossible at the present time because of excessively heavy rains that they have had. He does not say how far north it is possible to go in the dry season or just what towns you can reach.

This more or less confirms my experience in Tampico - that I did not hear any definite information on roads to the north. It seems that the city people just do not have any occasion to go to the north and know practically nothing about the country in that direction.

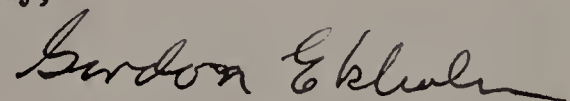
This doesn't help you much, therefore, but it is still my opinion that you might best go by car and that the late Spring would be the time to do it.

I hope that your plans for the trip are progressing. I am planning to work southwest into Vera Cruz next winter.

We didn't get a great deal of material in New Jersey, the shelter being much smaller than we were led to believe it was. We got about fifteen projectile points - of a considerable variety and none like those which we saw. It did contain pottery. Alex Krieger has been in and Haag has been in once again.

Let me hear how your plans mature.

Sincerely,



GE:ml



THE AMERICAN MUSEUM OF NATURAL HISTORY  
CENTRAL PARK WEST AT 79TH STREET  
NEW YORK 24, N. Y.

## DEPARTMENT OF ANTHROPOLOGY

H. L. SHAPIRO, Ph.D., Chairman, Curator of Physical Anthropology  
MARGARET MEAD, Ph.D., D.Sc., Associate Curator of Ethnology  
BELLA WEITZNER, Associate Curator of Ethnology  
HELGE LARSEN, Cand. Mag., Associate Curator of Archaeology  
JUNIUS B. BIRD, Assistant Curator of Archaeology  
GORDON F. EKHOLM, Ph.D., Assistant Curator of Archaeology

CLARK WISSLER, Ph.D., LL.D., Curator Emeritus  
N. C. NELSON, M.L., Curator Emeritus of Prehistoric Archaeology  
CLARENCE L. HAY, A.M., Research Associate  
MILO HELLMAN, D.D.S., D.Sc., Research Associate  
ROBERT VON HEINE-GELDERN, Ph.D., Research Associate  
RALPH LINTON, Ph.D., Research Associate  
FREDERICK H. OSBORN,\* Honorary Associate  
ANTOINETTE K. GORDON, Associate  
SAMUEL P. HUNT, M.D., Field Associate  
A. R. CAHN, Ph.D., Field Associate

\*On leave of absence in war service

November 14, 1945

Dear Scotty:

First of all -- congratulations on the wife. Don't work her too hard in Mexico.

I am enclosing three letters of introduction to persons in Mexico which you can use if you find it convenient. It will certainly pay you to see Saldivar in Mexico before starting out, and Rodriquez when you get to Tampico. Use the letter to Pavon if you do want an assistant -- but let it go if you can get along without one. He will be an expense plus pin money and he does not personally know the country in the north. You may be able to find someone better up there somewhere.

I won't bother to give you letters to the various people in Mexico, for you will meet them okay by yourself. Don't forget to see Noguera, Borbolla, and Martinez del Rio in the Museum. The latter is, I believe, especially interested in Tamaulipas.

I haven't any idea why they limited you to the north of Soto la Marina. I don't know of anyone who has designs on that area -- outside of the Mexicans, that is. Perhaps Du Solier has objected to anyone getting near the Huasteca again. He is the one who worked with me in Tampico. You will meet him -- unfortunately.

I cannot think of any other advice I can give you that will be of much help. I guess one just has to work his way into Mexico and get the feel of it himself. It takes time, so don't try to rush it too much.

You will probably see Jimmy Griffin in Mexico. He is planning to leave about the first of February, I believe. You may also see Hellmut de Terra who is working on the Pleistocene geology of Central Mexico. Also stop in some time and get acquainted with Isabel Kelly. She is working at the Cultural Relations office in the Benjamin Franklyn Library, Reforma 34.

Please do let me hear from you from time to time. As soon as you get something, give me a little note for Notes and News in Antiquity.

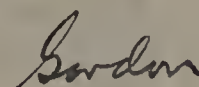




I probably won't get to Mexico this winter. Our new baby is due in March and it would be difficult to manage if I were not here.

Best of luck to you -

Sincerely,

A handwritten signature in cursive script, appearing to read "Gordon".

Mr. Richard S. MacNeish  
c/o General Delivery  
Brownsville, Texas.

GFE:k  
Enclosures (3)

Donner Heinrich Müller  
des de Agriculture

No. 7. Calle de ~~San~~  
Joaquin

9

Peruvia. - Brevelo y Argenteo

Robledo - en Guadalupe  
Argentina

Historia de Tovar.  
por. S. de Tovar

St. Victoria Tamps 10 Julio 54

S. Dr.

Ricardo McMich

Estimado y fino Amigo.

Con gusto deseando te encuentres bien en unión de tu señora te escribo esta, nosotros por acá batallando con la situación tan mala.

Ricardo yo fui a Bronsbille y estuve con el señor del Hotel Miller y tan luego que leyó tu recomendación me dijo que siempre no le era posible emplearme por que siempre no iba a poner el negocio de la gasolinera así que aquí estoy en la misma. No te imaginas cuanto se me hace el tiempo a que llegue Dic, <sup>(diciembre)</sup> que fue cuando me dijiste que vendrías de vuelta. Espero que si Dios te permite regresar pueda yo servirte en algo; Ricardo hace unos días platicando con un señor del Cuarto Distrito o sea de ~~Cerca~~ de Jannave me platico que el sabe de un señor que tiene un plano donde fue enterrado un dinero y joyas —

hace muchos años y parece que ellos  
tienen miedo escorbato por que les han  
platicado que el que saca eso, se muere  
Asi que si tú vienes y te parece que  
lo veamos yo te llevo con el, ~~bueno~~  
Ricardo ya no te curso con mis imprudencias  
saludame a tu esposa de parte de mi señora  
por ahora es todo

Tu Amigo te desea mucho Exito

(Diaz)

Rafael Diaz C  
Guerrero y 10 #301  
C. Victoria Tamps



PEABODY MUSEUM  
OF  
ARCHAEOLOGY AND ETHNOLOGY  
HARVARD UNIVERSITY  
CAMBRIDGE 38, MASSACHUSETTS, U.S.A.

April 17, 1957

Mr. Robert MacNeish  
National Museum of Canada  
Ottawa, Ontario  
Canada

Dear Mr. MacNeish:

Enclosed are all the papers  
on your Mexican shipment plus a  
carbon of the bill. We paid the  
bill here as we thought it would  
be easier so when you send us the  
check please make it payable to the  
Peabody Museum.

Hope your things arrived safely  
and that you had a pleasant trip  
back.

Sincerely,

*Sunnie Ford.*



# T. D. DOWNING COMPANY

ESTABLISHED 1856

WM. LIPPMAN, MANAGER

CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS

CORRESPONDENTS  
IN ALL PRINCIPAL CITIES  
OF THE WORLD

BROAD EXCHANGE BUILDING

88 BROAD STREET

BOSTON 10, MASSACHUSETTS

CABLE ADDRESS  
"DOWNING" - BOSTON

F.M.B. FORWARDER NO. 2

TELEPHONE HANCOCK 6-4800

April 16, 1957

Our Ref. X-60387

Peabody Museum of Archaeology & Ethnology,  
Harvard University,  
Cambridge 38, Mass.

Att: Miss Eunice Ford

Gentlemen:

We are pleased to report that the shipment of two boxes Archaeological Specimens, referred to in your letter of March 29, has been forwarded from Boston per SS "Roland Russ" to Vera Cruz, Mexico, for account of Arturo Romano, Museo Nacional de Antropologia e Historia, Mexico, D.F.

From the enclosed copy of letter you will note that documents necessary for Customs clearance on arrival have been forwarded to consignee by air mail.

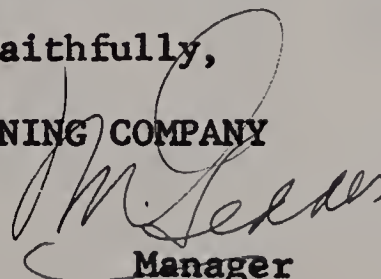
For your files we enclose:

Copy of ocean bill of lading  
Duplicate Marine & War Risk Insurance Certificate  
Our Bill for Freight and Charges

We trust you will find the enclosed in order.

Yours faithfully,

T.D. DOWNING COMPANY

  
Manager

WNG.EL





# T. D. DOWNING COMPANY

ESTABLISHED 1856

WM. LIPPMAN, MANAGER

CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS

CORRESPONDENTS  
IN ALL PRINCIPAL CITIES  
OF THE WORLD

BROAD EXCHANGE BUILDING

88 BROAD STREET

BOSTON 10, MASSACHUSETTS

CABLE ADDRESS  
"DOWNING" - BOSTON

F.M.B. FORWARDER NO. 2

TELEPHONE HANCOCK 6-4800

April 16, 1957

Our Ref. X-60387

## VIA AIR MAIL

Mr. Arturo Romano, Director,  
Direccion de Prehistoria Museo  
Nacional de Antropologia e Historia,  
Moneda 13,  
Mexico, D.F.

Dear Sir:

On behalf of our client, Peabody Museum of Archaeology  
& Ethnology of Harvard University, Cambridge, Mass. we  
have arranged for the shipment to you of two boxes  
Archaeological Specimens. This shipment has gone forward  
from Boston per SS "Roland Russ" which has sailed for  
Vera Cruz.

So that you may arrange prompt Customs clearance on arrival  
we enclose herewith:

Original ocean bills of lading  
Original and copy of Marine & War Risk Insurance  
Certificate

Charges have been prepaid to arrival at Vera Cruz; further  
charges will be for your account.

We trust shipment will be received promptly and in good order.

Yours faithfully,  
T.D.DOWNING COMPANY

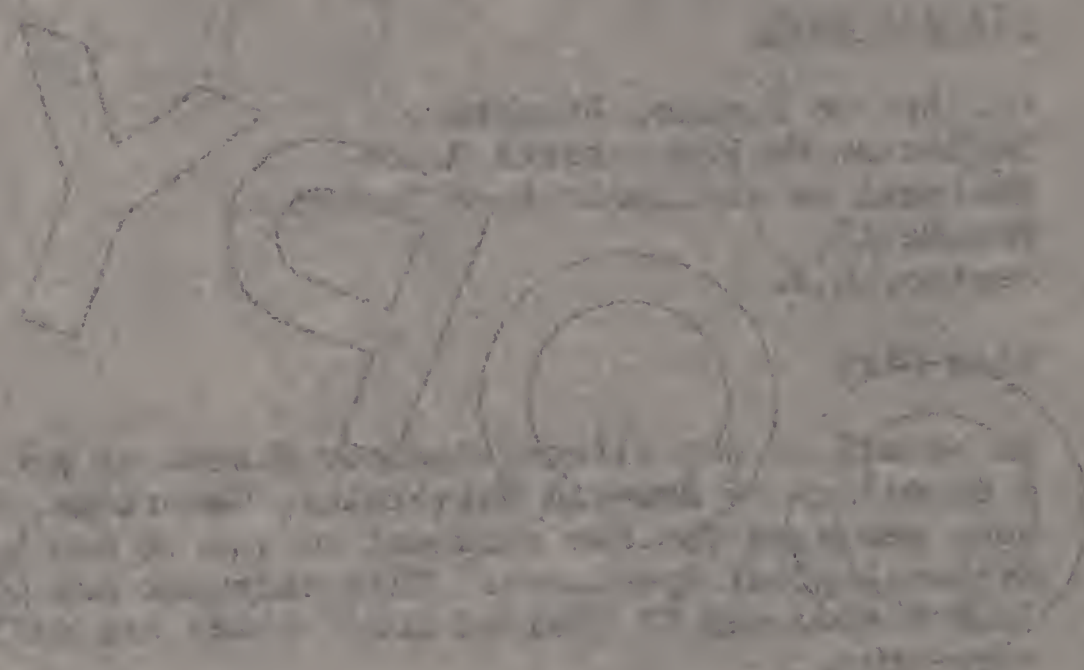
WNG.EL  
CC-Air Mail  
CC-Peabody Museum

Manager

# U.S. DOWNING COMPANY

1000 BROADWAY, NEW YORK, N.Y. 10003

TELEPHONE: (212) 691-1000  
CABLE: DOWNING  
FAX: (212) 691-1001



For more information, call (212) 691-1000 or visit our website at www.downing-usa.com

U.S. Downing Company is a leading provider of...  
...and...  
...and...

...and...  
...and...  
...and...

...and...  
...and...  
...and...

...and...  
...and...  
...and...



\$100.00

# MARINE CERTIFICATE No. OMC 292571

X-60387



Date **April 3, 1957** 19

Issued at **Boston, Mass.**

**3rd day of April 1957**

**This is to Certify,** that on the \_\_\_\_\_ this Company

insured under Policy No. **OM 604** for **T. D. DOWNING COMPANY**  
the sum of **One Hundred (\$100.00)** Dollars,  
on **(2) boxes Archaeological Specimens**

valued at sum insured under deck of the s/s **Roland Russ** bill of lading date **April 5, 1957**  
at and from **Boston, Mass. via Vera Cruz**  
to **Mexico, D.F.**

and it is understood and agreed that in case of loss the same is payable to the order of **Assured or Order**  
on surrender of this Certificate, which conveys the right of collecting any such loss as fully as if the property were covered by a special policy direct to the holder hereof, and free from any liability for unpaid premiums.

This Certificate is subject to all the terms of the Open Policy, provided, however, that the rights of a bona fide holder of this Certificate for value shall not be prejudiced by any terms of the Open Policy which are in conflict with the terms of this Certificate.

*M. J. McGinn*  
Secretary.

## DUPLICATE

*W. J. Dainora*  
President.

This Certificate not valid unless countersigned by the Assured or an Agent of the Company.

Countersigned **T. D. DOWNING COMPANY**  
By *A. Sedes*

1. Warranted free from Particular Average unless the vessel or craft be stranded, sunk, or burnt, but notwithstanding this warranty these Assurers are to pay any loss of or damage to the interest insured which may reasonably be attributed to fire, collision or contact of the vessel and/or craft and/or conveyance with any external substance (ice included) other than water, or to discharge of cargo at port of distress unless otherwise stated hereon.

2. Including transit by craft and/or lighter to and from the vessel. Each craft and/or lighter to be deemed a separate insurance. The Assured are not to be prejudiced by any agreement exempting lightermen from liability.

3. This insurance shall not be vitiated by any unintentional error in description of vessel, voyage or interest, or by deviation, over-carriage, change of voyage, transshipment or any other interruption of the ordinary course of transit, from causes beyond the control of the Assured. It is agreed, however, that any such error, deviation or other occurrence mentioned above shall be reported to this Company as soon as known to the Assured, and additional premium paid if required.

4. The following warranties shall be paramount and shall not be modified or superseded by any other provision included herein or stamped or endorsed hereon unless such other provision refers specifically to the risks excluded by these warranties and expressly assumes the said risks:—

Notwithstanding anything herein contained to the contrary, this insurance is warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free, whether in time of peace or war, from all loss or damage caused by any weapon of war employing atomic fission or radioactive force; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war or not) but this warranty shall not exclude collision, explosion or contact with any fixed or floating object (other than a mine or torpedo), stranding, heavy weather or fire unless caused directly (and independently of the nature of the voyage or service which the vessel concerned or, in the case of a collision, any other vessel involved therein, is performing) by a hostile act by or against a belligerent power; and for the purpose of this warranty "power" includes any authority maintaining naval, military or air forces in association with a power.

Further warranted free from the consequences of civil war, revolution, rebellion, insurrection, or civil strife arising therefrom, or piracy.

5. Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder.

6. Claims to be adjusted according to the usages of Lloyd's, but subject to the conditions of the policy.

7. It is hereby understood and agreed that in case of loss or damage discovered in the United States the same shall be reported to the office of the Company either in Hartford or in New York as soon as known. Claim for loss or damage discovered abroad shall be reported in accordance with instructions on the reverse side of this Certificate.

8. It is hereby agreed that any loss or claim under this Certificate shall be paid at the current rate of exchange on the day of payment at the offices of the Company, in New York or Hartford, or at the settling agency stipulated on the back of this Certificate.

9. This Certificate is issued in original and duplicate, one of which being accomplished the other to stand null and void.

NOTE. To conform with the Revenue Laws of Great Britain, in order to collect a claim hereunder, this Certificate must be stamped within ten (10) days after receipt in the United Kingdom; Union of South Africa, seven (7) days.

Marks and Nos.

**Arthro Romano, Director,  
Direccion de Prehistoria Museo  
Nacional de Antropologia e Historia,  
Moneda 13, Mexico, D.F.X**  
Special Clauses

This insurance attaches from the time the goods leave the warehouse and/or store at the place named herein for the commencement of the transit and continues during the ordinary course of transit, including customary transshipment, if any, until the goods are discharged overseas from the overseas vessel at the final port. Thereafter the insurance continues whilst the goods are in transit and/or awaiting transit until delivered to final warehouse at the destination named herein or until the expiry of 15 days (or 30 days if the destination to which the goods are insured is outside the limits of the port), whichever shall first occur. The time limits referred to above to be reckoned from midnight of the day on which the discharge overseas of the goods hereby insured from the overseas vessel is completed. Held covered at a premium to be arranged in the event of transshipment, if any, other than as above and/or in the event of delay in excess of the above time limits arising from circumstances beyond the control of the Assured.

NOTE: It is necessary for the Assured to give prompt notice to Underwriters when he becomes aware of an event for which he is "held covered" under this Certificate and the right to such cover is dependent on compliance with this obligation.

As to losses covered hereby, this insurance includes indemnity against liability under the "BOTH-TO-BLAME COLLISION" paragraph of the American Institute Cargo Clauses.

**SUBJECT TO THREE PER CENT  
PARTICULAR AVERAGE ON EACH PACKAGE**

**INCLUDING DAMAGE CAUSED BY CONTACT WITH  
FRESH WATER, FUEL OIL AND OTHER CARGO.**

**This insurance is subject to the following American Institute  
Clauses:**

**Standard F. C. & S. Warranty (February, 1949)**



**INSTRUCTIONS TO CLAIMANTS**

In case of loss or damage, immediately request the nearest Claim Agent of the Company (listed below) to hold a survey and issue a certificate stating the cause and extent of the loss or damage. If there be no Claim Agent of the Company at the port of discharge or disaster, request a claim certificate from an accredited representative of the Board of Underwriters of New York, or if there be none, from an accredited representative of Lloyd's, London, or if there be none, from any Insurance Company.

*In the event of loss or damage, in order to save for yourselves or your underwriters any rights to recovery which you may have against the carrier, it is necessary for you to immediately file notice of claim in writing against the delivering carrier. Such action will not prejudice your insurance claim.*

Complete documents, including the certificate of damage, and copy of claim against the carrier should be submitted promptly to the Company's nearest **SETTLING AGENT** (listed below) to enable him to decide as to the liability of the Company. The carrier's acknowledgement should subsequently be submitted. If the claim is in order the Settling Agent will authorize settlement by issuing a certificate enabling the claimant to collect the claim from the Company's Bankers.

**INSTRUCCIONES PARA RECLAMANTES**

En caso de pérdida o avería, soliciten inmediatamente al Agente Reconocedor de Averías (Claim Agent) más cercano de la Compañía (véase lista a continuación) que haga una inspección y que expida un certificado en el que se haga constar la causa y el importe de la pérdida o avería. Si no hubiese ningún Agente Reconocedor de la Compañía en el puerto de descarga o en el lugar donde ocurrió el siniestro, soliciten un certificado de avería al representante acreditado del "Board of Underwriters of New York", o a un representante acreditado del Lloyd de Londres, o en caso de no existir ninguno de los representantes mencionados, a cualquiera Compañía de Seguros.

*En caso de pérdida o avería, para garantizar a ustedes mismos o a sus aseguradores cualesquiera derechos que tengan contra la empresa de transportes, es preciso que hagan reclamación inmediatamente, por escrito, a la empresa que haya entregado las mercancías. Tal proceder no perjudicará su reclamo ante la Compañía aseguradora.*

Todos los documentos, incluso el certificado de avería, y copia del reclamo contra el transportador, deben presentarse prontamente al **AGENTE LIQUIDADOR** (Settling Agent) más cercano de la Compañía (véase lista a continuación), con el fin de que pueda resolver acerca de la responsabilidad de la Compañía. El acuse de recibo del transportador debe presentarse más tarde. Si el reclamo se hallase de conformidad, el Agente Liquidador autorizará la liquidación, extendiendo un certificado mediante el cual el reclamante podrá cobrar de los Banqueros de la Compañía el montante del reclamo.

**HOME OFFICE, HARTFORD, CONNECTICUT**  
**UNITED STATES MARINE BRANCHES—THE AETNA CASUALTY & SURETY COMPANY**

Atlanta  
Boston  
Chicago

Cleveland  
Detroit

Houston  
Los Angeles

Newark  
New Orleans

New York City  
Philadelphia

San Francisco  
Seattle

**CANADA—Agents—Dale & Co. Limited, Montreal**  
 with branch offices at Halifax, Toronto, Winnipeg and Vancouver

**SETTLING AND CLAIM AGENTS—EUROPE**

General Settling Agents—W. K. Webster & Co., 149 Leadenhall Street, London, E. C. 3

*Claim Agents*

Alexandria .....  
 Amsterdam .....  
 Antwerp .....  
 Athens .....  
 Barcelona .....  
 Beirut .....  
 Bilbao .....  
 Bordeaux .....  
 Bremen .....  
 Brest .....  
 Cairo .....  
 Casablanca .....  
 Cavalla .....  
 Cologne .....  
 Copenhagen .....  
 Dunkirk .....  
 Frankfurt-on-Main .....  
 Genoa .....  
 Gothenburg .....  
 Hamburg .....  
 Havre .....  
 Helsingfors .....  
 Istanbul .....  
 Izmir .....  
 LaPallice (France) .....

R. J. Moss & Co.  
 De vos & Zoon  
 Firme Leon Van Peborgh  
 J. A. Saunders  
 MacAndrews & Co., Ltd.  
 J. V. Delbourgo & Son  
 Sucesor James Innes  
 Andre Pierron  
 Lampe & Schierenbeck  
 L. de la Menardiere  
 R. J. Moss & Co. (E. S. Forte)  
 L. Barber (Assurance) Ltd.  
 Leonidas X. Antipas  
 Carl Kissinger  
 Gron & Witzke, Ltd.  
 J. A. Bourbonnaud  
 Johann Wehner  
 Thomas L. Carr & Son  
 Lindahl & Collin, A/B  
 Gellatly, Hankey & Co., Ltd.  
 M. J. Ducrocq  
 Sten Krause  
 Andronic Georgiades  
 Stanley Paterson  
 L. J. LeProvost

LaRochelle (France) .....  
 Lisbon .....  
 Malaga .....  
 Malmo .....  
 Malta .....  
 Marseilles .....  
 Neuchatel .....  
 Oporto .....  
 Oslo .....  
 Palestine .....  
 Paris .....  
 Pasages .....  
 Piraeus .....  
 Port Sudan .....  
 Rotterdam .....  
 San Sebastian .....  
 Stockholm .....  
 Thessaloniki .....  
 Trieste .....  
 Trondhjem .....  
 Tunis .....  
 Valencia .....  
 Venice .....  
 Vienna .....

L. J. LeProvost  
 Bethencourt Bros., Ltd.  
 MacAndrews & Co., Ltd.  
 Frick & Frick  
 O. F. Gollcher & Sons  
 Harrel-Courtes Assurances Maritimes  
 Commissariat d'Avaries S. A.  
 Rawes & Co., Ltd.  
 Sjoassurandorernes Centralforening  
 Jona Kuebler, Ltd.  
 Jacques Robida  
 Hijos de Florentino de Azqueta  
 J. A. Saunders  
 Gellatly, Hankey & Co., (Sudan), Ltd.  
 John Hudig & Son  
 Hijos de Florentino de Azqueta  
 Swedisb Average Agency  
 C. Saunders & Co.  
 Edgar H. Greenham & Co.  
 Garmann & Holst  
 A. & V. Scialom  
 MacAndrews & Co., Ltd.  
 Giacinto Agostini  
 Karl Heinze

**AUSTRALASIA—Settling Agents—Queensland Insurance Company, Ltd.**

Adelaide  
Auckland  
Brisbane

Christchurch  
Dunedin  
Fremantle

Hobart  
Melbourne  
Sydney

Townsville  
Wellington

**FAR EAST—(Settling Agents Marked\*)**

Bangkok .....  
 Bombay .....  
 Calcutta .....  
 Chittagong, Pakistan .....  
 Colombo .....  
 Djakarta (Batavia) .....  
 Hongkong .....  
 Honolulu .....  
 Karachi .....  
 Madras .....  
 Makassar .....

Tbe Borneo Co., Ltd.\*  
 James Finlay & Co., Ltd.\*  
 Gladstone, Lyall & Co., Ltd.\*  
 James Finlay & Co., Ltd.\*  
 James Finlay & Co., Ltd.\*  
 Blom & Van der Aa\*  
 John Ackber\*  
 The B. F. Dillingham Co., Ltd.\*  
 James Finlay & Co., Ltd.\*  
 Gordon, Woodroffe & Co. (Madras), Ltd.\*  
 Blom & Van der Aa\*

Manila, P. I. ....  
 Medan .....  
 Penang .....  
 Rangoon .....  
 Samarang .....  
 Seoul .....  
 Singapore .....  
 Sourabaya .....  
 Tokio .....  
 Yokohama .....

Smith, Bell & Co., Ltd.\*  
 Blom & Van der Aa\*  
 Boustead & Co., Ltd.\*  
 Steel Bros. & Co., Ltd.\*  
 Blom & Van der Aa\*  
 Holme Ringer & Co., Ltd.\*  
 Boustead & Co., Ltd.\*  
 Blom & Van der Aa\*  
 The Japan Adjusting Office, Limited\*  
 The Japan Adjusting Office, Limited\*

**EAST AND SOUTH AFRICA—(Settling Agents Marked\*)**

Beira .....  
 Bloemfontein (Durban) .....  
 Bulawayo .....  
 Cape Town .....  
 Dar-Es-Salaam .....  
 Delagoa Bay .....  
 Durban .....

Mann, George & Co., Ltd.  
 John T. Rennie & Sons  
 W. J. Mount, Ltd.  
 Thomson, Watson & Co.\*  
 Smith, McKenzie & Company, Ltd.  
 Mann, George & Co., Ltd.  
 John T. Rennie & Sons

East London .....  
 Johannesburg .....  
 Mombasa .....  
 Port Elizabeth .....

Dyer & Dyer, Ltd.  
 John T. Rennie & Sons\*  
 Smith, Mackenzie & Company, Ltd.  
 Consolidated Stevedoring and Forwarding  
 Agency (Pty) Ltd.  
 W. J. Mount, Ltd.  
 W. J. Mount, Ltd.  
 Smith, Mackenzie & Company, Ltd.

**CENTRAL AND SOUTH AMERICA AND WEST INDIES—(Settling Agents Marked\*)**

Antigua .....  
 Bahia .....  
 Barbados .....  
 Barranquilla .....  
 Berbice .....  
 Bogota .....  
 British Guiana .....  
 Buenos Aires .....  
 Cali .....  
 Caracas .....  
 Ceara .....  
 Coquimbo .....  
 Guadeloupe .....  
 Havana .....  
 Jamaica .....  
 La Guaira .....  
 Lima .....

G. W. Bennett Bryson & Co., Ltd.  
 William H. Summers  
 Gardiner Austin & Co., Ltd.  
 Afia Colombiana, S. R., Ltda.  
 S. Davson & Co., Ltd.  
 Afia Colombiana, S. R. Ltda.\*  
 Grell & Company (Demerara) Ltd.  
 F. B. O' Grady & Cia.\*S.A.C.I.  
 Afia Colombiana, S. R. Ltda.  
 Imataca, S. A.\*  
 C. P. Matthews & Cia., Ltda.\*  
 Goudie & Cia, Ltda.  
 Pierre Monroux  
 Dussaq & Toral, S. A.\*  
 R. S. Gamble & Son  
 Alexander Fox  
 H. M. Beausire & Co.\*

Maracaibo .....  
 Medellin .....  
 Montevideo .....  
 Puerto Cabello .....  
 Rio de Janeiro .....  
 Rosario de Santa Fe .....  
 St. Kitts .....  
 St. Lucia .....  
 St. Thomas .....  
 St. Vincent .....  
 San Juan .....  
 Santiago .....  
 Santos .....  
 Sao Paulo .....  
 Talcahuano .....  
 Trinidad .....  
 Valparaiso .....

H. L. Boulton, Jr. & Company, S.A.  
 Pedro P. Restrepo & Hijo  
 A. O. Crocker\*  
 Imataca, S. A.  
 Cia. Immob. Finan. Amer.\*  
 Wilson, Sons & Co., Ltd.  
 Delisle, Walwyn & Co., Ltd.  
 Barnard, Sons & Co.  
 Emile A. Berne  
 John H. Hazell Sons & Co. (Kingstown)  
 William Munch, Inc.\*  
 Hanna & Co., Ltd.  
 Cia. Immob. Finan. Amer.\*  
 Cia. Immob. Finan. Amer.\*  
 Edward Cooper, Jr. (Conception)  
 Grell & Company, Ltd.\*  
 Hanna & Co., Ltd.\*

J. D. DOWNING CO.  
 100 N. 3rd St.  
 Philadelphia, Pa.







# FLOTA MERCANTE GRANCOLOMBIANA S.A. BILL OF LADING (Short Form)

**Received** from the shipper herein named, the goods or packages said to contain goods herein mentioned in apparent good order and condition, except as otherwise indicated herein, to be transported via the Panama Canal whenever such goods or packages are in transit between ports of the Atlantic Ocean and contiguous waters and ports of the Pacific Ocean and contiguous waters to the port of discharge, or so near thereunto as the ship can get, lie and leave always in safety and afloat under all conditions of tide, water and weather, and there to be delivered to the consignee or on-carrier, as the case may be, on payment of all charges due and owing hereunder and on due performance of all obligations of the shipper and consignee and each of them.

1. It is agreed that the receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back of this bill of lading, whether printed, typed, stamped, written or incorporated herein and also to all other terms contained in the carrier's regular long form bill of lading designated FMG 0601/02 as now in use, including any clauses presently being stamped or endorsed thereon, which shall be deemed to be incorporated in this bill of lading, which shall govern the relations, whatsoever they may be, between shipper, consignee and the carrier, master and ship in every contingency, wheresoever and whensoever occurring and whether the carrier be acting as such, or as bailee, and also in the event of, or during deviation, or of conversion of the goods or of unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently. The terms of this bill of lading shall not be deemed waived by the carrier except by express waiver signed by a duly authorized agent of the carrier. Copies of the carrier's regular long form bill of lading designated FMG 0601/02 and clauses presently being stamped or endorsed thereon are available from the carrier on request and may be inspected at any of its offices.

If the goods are transhipped all responsibility of the carrier in any capacity shall altogether cease and the goods shall be deemed delivered by it and this contract of carriage be deemed fully performed on actual or constructive delivery of the goods to the on-carrier at port of discharge or elsewhere in case of an earlier transshipment.

2. This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing contained herein shall be deemed a surrender by the carrier of any of its rights, immunities or limitations or an increase of any of its responsibilities or liabilities under said Act. If any term of this bill of lading shall be repugnant to said Act to any extent, such term shall be void to that extent but no further. The provisions stated in said Act (except subdivision 2 (j) of Sec. 4 and except as otherwise specifically provided by the terms of this bill of lading or those incorporated herein) shall govern before the goods are loaded on and after they are discharged from the ship and throughout the entire time the goods are in the custody of the carrier. The carrier shall not be liable in any capacity whatsoever for any loss or damage occurring before the goods are loaded on or after they are discharged from the ship, arising or resulting from hostilities, or from acts of sabotage or of malicious persons, or from strikes, lockouts, stoppages or restraints or lack of labor or labor troubles from whatsoever cause, whether of employees of the carrier or others and whether partial or general, or whether existing or anticipated at the time of delivery of the goods to the carrier or at any other time.

The carrier shall not be liable in any capacity whatsoever for any loss or damage occurring while the goods are not in the actual custody of the carrier.

This bill of lading, if issued in Canada, shall have effect subject to the rules annexed to, and the provisions of the Canadian Water Carriage of Goods Act, ordinance, decree or convention based upon or similar in effect to the "International Convention for the Unification of Certain Rules Relating to Bills of Lading," dated at Brussels August, 1924, which is in effect when and in the locality where this bill of lading is issued.

There shall not be any inference of negligence or unseaworthiness or lack of due diligence from the fact, nature or extent of loss or damage.

The terms of this bill of lading shall be separable, and if any part or term thereof is invalid or unenforceable, such circumstance shall not affect the validity or enforceability of any other part or term thereof.

3. The carrier shall be entitled to all limitations of or exemptions from liability provided in or authorized by Sections 4281 to 4286, inclusive, and Section 4289 of the United States Revised Statutes and amendments thereto. The carrier shall also be entitled to all limitations of or exemptions from liability including those accorded to the owners or chartered owners of vessels or to carriers by any statute or rule of law for the time being in force in the United States or any other country or place whose laws shall be applicable. This bill of lading shall not be deemed to be or give rise to a personal contract of the carrier. Nothing in this bill of lading, expressed or implied, shall be deemed to waive or operate to deprive the carrier of or lessen the benefits or rights of any such limitations or exemptions.

4. If the ship is not owned by or chartered by demise to the Flota Mercante Grancolombiana S. A., this bill of lading shall, with respect to the carriage, custody and care of the goods while aboard the ship or on her tackles, have effect only as a contract between the shipper, consignee and the owner of the ship or demise charterer as the case may be as principal, made through the agency of said company which shall be under no liability whatsoever for loss or damage or with respect to such carriage, custody and care of the goods. If it shall be adjudged that the Flota Mercante Grancolombiana S. A., or any person other than the owner or demise charterer is carrier or bailee of the goods, all rights, exemptions, immunities, limitations of and exonerations from liability provided by law or by the terms thereof, and all other terms of this bill of lading shall be available to it or such other person.

The shipper warrants he knows the name of the owner and/or demise charterer of the ship and waives any disclosure of the owner's or demise charterer's name.

10. The shipper, whether principal or agent: (a) represents and warrants that the goods are properly marked, secured and packed in adequate containers and may be handled in ordinary course without damage to the goods, ship, other property or persons; (b) guarantees the correctness of the particulars and description of the goods and agrees to ascertain and to disclose in writing on shipment, any condition, character or characteristic of the goods of, or which might indicate they are of, an inflammable, explosive, noxious, hazardous or dangerous nature, or any condition character or characteristic that may cause damage, injury or detriment to the goods, other property, the ship or to persons, and the shipper agrees to be liable for, fully indemnify the carrier and hold it harmless in respect of any injury or death of any person, loss or damage to cargo or property, judgment, fine, claim, legal expense, or any other loss, damage, detriment, charge or expense whatsoever arising or resulting in whole or in part from the shipper's failure to do so or to comply with its agreements, guarantees and undertakings as aforesaid; and (c) agrees to declare in writing, on shipment the true gross weight of each piece or package, exceeding two long tons in weight, and to clearly and durably place in letters and numbers at least two inches high on the outside of each piece or package, such weight, together with the name of the port of discharge and the marks necessary to identify the goods.

If at any time the goods, whether ashore or afloat, are, in the judgment of the carrier or master or of the health or other authorities of any place, spoiling, decayed, injurious, offensive, unfit for further carriage or storage, or dangerous to health or other property, or if the goods are condemned or ordered destroyed by any such authorities, the goods may, forthwith and without notice, be thrown overboard, destroyed, discharged, stored, put ashore at any place or aboard lighters or craft, or otherwise disposed of by the carrier, master or others, solely at the risk and expense of the goods, and the carrier shall not be liable for any loss or damage whatsoever.

Any goods that are in fact or may be considered by any civil or military authorities or the master, inflammable, explosive, noxious, hazardous or dangerous, shipped without such full disclosure, or if shipped with the knowledge and consent of the carrier or master as to their nature and character, shall become a danger to the ship or those aboard, the goods or other property, or any part thereof, may at any time or place be landed, thrown overboard, destroyed or rendered innocuous without compensation to the shipper, consignee or owner thereof; and extra charges and expenses, if any, for discharging, lightering, handling, caring for, disposing of or otherwise occasioned by such goods shall be borne by the goods. Goods or articles of such nature or character may be carried on deck, as well as any other goods whose nature or bulk requires them in the discretion of the carrier or master to be so carried, and the same shall be carried and discharged at the risk of the goods.

The particulars and description of the goods or packages appearing in this bill of lading are furnished by the shipper and are not conclusive on and do not constitute admission of or representations by the carrier of the correctness of marks, numbers, quantity, measurement, weight, gauge, contents, nature, condition, condition of containers, quality, value or declared value stated herein.

Single pieces or packages exceeding 4480 lbs. in gross weight or which because of shape, size or condition cannot be handled with the ship's regular tackle, shall be liable to pay extra charges for loading, handling, transshipping or discharging.

14. The goods may be stowed in poop, forecabin, deckhouse, shelter deck, passenger space, store-room, bunker space or any other covered-in space and when so stowed shall be deemed for all purposes, including General Average, to be stowed under deck. In respect of goods carried on deck, and stated herein to be so carried, all risk of loss or damage by perils inherent in or incident to such carriage shall be borne by the shipper and consignee, but in all other respects the custody and carriage of such goods shall be governed by the terms of this bill of lading and the carrier shall have the benefit of all and the same rights, immunities, exceptions and limitations as contained in said Carriage of Goods by Sea Act, notwithstanding Sec. 1 (c) thereof, or the corresponding provision of any similar Act that may be applicable.

16. The carrier or master, in the exercise of its or his discretion, may at any time, whether or not customary and without notice, lighter the goods or any part thereof, to or from the ship at the risk and expense of the goods. In making arrangements for lighterage or use of craft, the carrier or master shall be considered solely the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for any loss or damage to the goods while on such lighter or craft or in the custody of the lightermen who shall be considered independent contractors, including but without limitation, responsibility for the choice of, condition, seaworthiness, or manning of such lighter or craft.

If the carrier elects to lighter the goods in or with lighters or craft operated or controlled by it, the carrier shall have the benefit of all the terms of this bill of lading with respect to such lighterage and may collect the cost thereof from shipper or consignee.

18. The carrier shall not be liable for delay in or failure of delivery in accordance with marks or otherwise unless the goods shall have been marked as herein required and unless such marks shall be clearly legible at the port of discharge. Goods that cannot be identified as to marks or numbers, goods out of or separated from their containers or packages, cargo sweepings, liquid residue and any unlabeled goods not otherwise accounted for shall, for the purpose of completing delivery, be

allocated to the various consignees of cargo of substantially or general like character in proportion to any apparent shortage, loss of weight or damage, and shall be accepted as good delivery. Loss of or damage to goods in bulk stowed without separation from other cargo in bulk of substantially or general like character shipped by the shipper or by others shall be divided and accepted in proportion among the several shipments.

Liquid cargo in bulk shall be pumped aboard by shipper as fast as ship can receive at shipper's risk and expense so far as the ship's connection and shall be received at port of discharge at ship's connection so soon and so fast as carrier is prepared to deliver.

19. The shipper and consignee shall be liable for, indemnify the carrier and ship and hold them harmless against, and the carrier shall have a lien on the goods for, all expense of, or charges for mending, cooerage, bailing, repairing or reconditioning the goods or their containers, and all other expenses incidental to or incurred in protecting, caring for or otherwise made for the benefit of the goods, whether the goods be damaged or not; also for any payment, expense, penalty, fine, dues, duty, tax or impost, loss, damage, detention, demurrage, or liability of whatsoever nature, howsoever and wheresoever sustained or incurred by or levied upon or required from the carrier or the ship in connection with the goods or by reason of the goods being or having been on board, or because of shipper's failure to procure consular or other proper permits, certificates or any papers that may be required at any port or place or shipper's failure to supply information or otherwise to comply with all laws, regulations and requirements of law in connection with the goods or from any other act or omission of the shipper or consignee; also for all damages, charges, legal fees, expenses or disbursements which the carrier may suffer, incur or pay in connection with or arising out of claims to or attachment, seizure of or execution against the goods or claims or legal proceedings of any description by third parties involving the goods and any proceedings by way of interpleader or otherwise which the carrier may bring to determine the right of ownership or possession in or to the goods; also for any expense of or charges for regaining or attempting to regain possession of the goods. The shipper authorizes the carrier to pay and/or incur all such charges, expenses and other matters mentioned above and the carrier or master may solely as agent for the shipper engage other persons to mend, cooer, bale, repair or recondition packages or goods, regain or seek to regain possession of the goods and to do all things deemed advisable for the benefit of the goods.

20. Freight shall be payable, at carrier's option, on gross intake or discharged weight or measurement or on an ad valorem or other basis. Freight may be calculated on the basis of any particulars concerning the goods furnished by the shipper, but the carrier may at any time weigh, measure and value the goods, and open packages to examine contents. If shipper's particulars are found to be erroneous and additional freight is payable, the shipper and consignee shall be liable for any expenses incurred in examining, weighing, measuring and valuing the goods.

Full freight to the port of discharge named herein and all advance charges against the goods shall be considered completely earned on receipt of the goods by the carrier, whether the freight or charges be prepaid or be stated or intended to be prepaid or to be collected at destination or subsequently, and the carrier shall be entitled absolutely to all freight and charges, whether actually paid or not, and to receive and retain them under all circumstances whatever, ship and/or cargo lost or not lost, or the voyage changed, broken up, frustrated or abandoned. Full freight shall be paid although the goods may be damaged, unsound or worthless or if packages be empty or partly empty. Any error in freight or other charges is subject to correction and if on correction the freight or charges are higher the carrier may collect the additional amount.

All charges or sums payable to the carrier are due when incurred and such charges, sums and all freight shall be paid in full without any offset, counterclaim or deduction, in the currency of the port of shipment or, at the carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of ship's entry at the customs house of her port of discharge.

The carrier shall have a lien on the goods, which shall survive delivery for all freight, charges and other amount due hereunder and may enforce this lien, by all available means, including public or private sale and without notice, upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession. The net proceeds of any such sale, after deducting all costs and expenses of the carrier in executing the lien, shall be applied towards the settlement of the freight, charges and any other amount due the carrier and the carrier shall not be under any further obligation in respect thereof except to account for the balance, if any, of such proceeds.

The shipper and consignee shall be jointly and severally liable to the carrier for the payment of all freight, charges and other amounts due the carrier and for any failure of either or both to perform his or their obligations under the terms of this bill of lading and to indemnify the carrier against and hold it harmless from all liability, loss, damage and expense which the carrier may sustain or incur arising or resulting from any such failure of performance by the shipper and consignee or either of them.

22. General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1950 at the Port of New York or last port of discharge, at Carrier's option, and as to matters not provided for in these Rules, according to the laws and usages at the Port of New York. Average agreement and bond, together with such additional security as may be required by the Carrier, shall be furnished before delivery of the goods.

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully and in the same manner as if such salving ship or ships belonged to strangers.

23. Without waiver or limitation of any exemption from or limitation of liability afforded by law or by this bill of lading, neither the carrier nor any corporation owned by, subsidiary to, or associated or affiliated with the carrier shall be liable for any loss or damage wheresoever and whensoever occurring by reason of any fire whatsoever, including that occurring before loading on or after discharge from the ship, unless such fire shall have been caused by the design or neglect or by the actual fault or privity of the carrier or of such corporation, respectively. In any situation where such exemption from liability may not be permitted by law neither the carrier nor such corporation shall be liable for any loss or damage by fire unless caused by negligence, including that imputed by law, for which the carrier or such corporation is liable, respectively.

24. In the event of any loss, damage or delay to or in connection with goods exceeding in actual value \$500 per package lawful money of the United States, or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$500 per package or per customary freight unit, as the case may be, and the carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per customary freight unit, unless the nature and a higher value shall be declared by the shipper in writing before shipment and inserted in this bill of lading.

In the event a higher value is declared by the shipper in writing and inserted in this bill of lading and extra freight paid thereon if required, the carrier's liability, if any, for loss, damage or delay to or in connection with the goods shall be determined on the basis of such declared value and pro rata of such declared value in the case of partial loss or damage, provided such declared value does not exceed the actual value of the goods.

With respect to goods having an actual value of less than \$500 per package or in case of goods not shipped in packages, per customary freight unit, it is agreed that unless the actual value is declared by the shipper and inserted in the bill of lading, the carrier's liability is limited to and shall not exceed the invoice value of the goods.

It is understood that the meaning of the word "package" includes pieces and all articles of any description except goods shipped in bulk.

In no event shall the carrier be liable for more than the loss or damage actually sustained. The carrier shall not be liable for any consequential or special damage and shall have the option of replacing any lost goods and of replacing or repairing any damaged goods.

25. Unless notice of loss or damage and the general nature or such loss or damage be given in writing to the carrier or its agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

Any claim against the carrier for any loss or damage must be given to the carrier or its agent in writing within 30 days after the date when the goods are or should have been delivered.

Any claim against the carrier for any adjustment, refund of, or with respect to freight, charges or expenses must be given to the carrier or its agents in writing by or before the date when the goods are or should have been delivered.

If written claim is not given in any case as provided herein to enable the carrier to make investigation of the circumstances in connection with the alleged claim, the carrier shall be considered prejudiced thereby and the claim shall be considered barred and the waiver may be pleaded in and constitute a defense to any suit that may be brought against the carrier on said claim.

In any event, the carrier and the ship shall be discharged from all liability for any loss of, or damage to, or delay of the goods or with respect to freight, charges or expenses as aforesaid unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered. Suit shall not be deemed brought against the carrier or ship until jurisdiction shall have been obtained of the carrier or the ship, or both, or if brought in admiralty, until written notice of the filing of a libel shall have been delivered to the carrier.

If requested, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.



(THE FOUR SPACES IMMEDIATELY BELOW FOR SHIPPERS MEMORANDA—NOT PART OF BILL OF LADING)

(Terms Continued From Reverse Side Hereof)



# FLOTA MERCANTE GRANCOLOMBIANA S.A. BILL OF LADING (Short Form)

**Received** from the shipper herein named, the goods or packages said to contain goods herein mentioned in apparent good order and condition, except as otherwise indicated herein, to be transported via the Panama Canal whenever such goods or packages are in transit between ports of the Atlantic Ocean and contiguous waters and ports of the Pacific Ocean and contiguous waters to the port of discharge, or so near thereunto as the ship can get, lie and leave always in safety and afloat under all conditions of tide, water and weather, and there to be delivered to the consignee or on-carrier, as the case may be, on payment of all charges due and owing hereunder and on due performance of all obligations of the shipper and consignee and each of them.

1. It is agreed that the receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back of this bill of lading, whether printed, typed, stamped, written or incorporated herein and also to all other terms contained in the carrier's regular long form bill of lading designated FMG 0601/02 as now in use, including any clauses presently being stamped or endorsed thereon, which shall be deemed to be incorporated in this bill of lading, which shall govern the relations, whatsoever they may be, between shipper, consignee and the carrier, master and ship in every contingency, whatsoever and whenever occurring and whether the carrier be acting as such, or as bailee, and also in the event of, or during deviation, or of conversion of the goods or of unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently. The terms of this bill of lading shall not be deemed waived by the carrier except by express waiver signed by a duly authorized agent of the carrier. Copies of the carrier's regular long form bill of lading designated FMG 0601/02 and clauses presently being stamped or endorsed thereon are available from the carrier on request and may be inspected at any of its offices.

If the goods are transhipped all responsibility of the carrier in any capacity shall altogether cease and the goods shall be deemed delivered by it and this contract of carriage be deemed fully performed on actual or constructive delivery of the goods to the on-carrier at port of discharge or elsewhere in case of an earlier transshipment.

2. This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing contained herein shall be deemed a surrender by the carrier of any of its rights, immunities or limitations or an increase of any of its responsibilities or liabilities under said Act. If any term of this bill of lading shall be repugnant to said Act to any extent, such term shall be void to that extent but no further. The provisions stated in said Act (except subdivision 2 (j) of Sec. 4 and except as otherwise specifically provided by the terms of this bill of lading or those incorporated herein) shall govern before the goods are loaded on and after they are discharged from the ship and throughout the entire time the goods are in the custody of the carrier. The carrier shall not be liable in any capacity whatsoever for any loss or damage occurring before the goods are loaded on or after they are discharged from the ship, arising or resulting from hostilities, or from acts of sabotage or of malicious persons, or from strikes, lockouts, stoppages or restraints or lack of labor or labor troubles from whatsoever cause, whether of employees of the carrier or others and whether partial or general, or whether existing or anticipated at the time of delivery of the goods to the carrier or at any other time.

The carrier shall not be liable in any capacity whatsoever for any loss or damage occurring while the goods are not in the actual custody of the carrier.

This bill of lading, if issued in Canada, shall have effect subject to the rules annexed to, and the provisions of the Canadian Water Carriage of Goods Act, ordinance, decree or convention based upon or similar in effect to the "International Convention for the Unification of Certain Rules Relating to Bills of Lading," dated at Brussels August, 1924, which is in effect when and in the locality where this bill of lading is issued.

There shall not be any inference of negligence or unseaworthiness or lack of due diligence from the fact, nature or extent of loss or damage.

The terms of this bill of lading shall be separable, and if any part or term thereof is invalid or unenforceable, such circumstance shall not affect the validity or enforceability of any other part or term thereof.

3. The carrier shall be entitled to all limitations of or exemptions from liability provided in or authorized by Sections 4281 to 4286, inclusive, and Section 4289 of the United States Revised Statutes and amendments thereto. The carrier shall also be entitled to all limitations of or exemptions from liability including those accorded to the owners or chartered owners of vessels or to carriers by any statute or rule of law for the time being in force in the United States or any other country or place whose laws shall be applicable. This bill of lading shall not be deemed to be or give rise to a personal contract of the carrier. Nothing in this bill of lading, expressed or implied, shall be deemed to waive or operate to deprive the carrier of or lessen the benefits or rights of any such limitations or exemptions.

4. If the ship is not owned by or chartered by demise to the Flota Mercante Grancolombiana S. A., this bill of lading shall, with respect to the carriage, custody and care of the goods while aboard the ship or on her tackle, have effect only as a contract between the shipper, consignee and the owner of the ship or demise charterer as the case may be as principal, made through the agency of said company which shall be under no liability whatsoever for loss or damage or with respect to such carriage, custody and care of the goods. If it shall be adjudged that the Flota Mercante Grancolombiana S. A., or any person other than the owner or demise charterer is carrier or bailee of the goods, all rights, exemptions, immunities, limitations of and exonerations from liability provided by law or by the terms thereof, and all other terms of this bill of lading shall be available to it or such other person.

The shipper warrants he knows the name of the owner and/or demise charterer of the ship and waives any disclosure of the owner's or demise charterer's name.

10. The shipper, whether principal or agent: (a) represents and warrants that the goods are properly marked, secured and packed in adequate containers and may be handled in ordinary course without damage to the goods, ship, other property or persons; (b) guarantees the correctness of the particulars and description of the goods and agrees to ascertain and to disclose in writing on shipment, any condition, character or characteristic of the goods of, or which might indicate they are of, an inflammable, explosive, noxious, hazardous or dangerous nature, or any condition character or characteristic that may cause damage, injury or detriment to the goods, other property, the ship or to persons, and the shipper agrees to be liable for, fully indemnify the carrier and hold it harmless in respect of any injury or death of any person, loss or damage to cargo or property, judgment, fine, claim, legal expense, or any other loss, damage, detriment, charge or expense whatsoever arising or resulting in whole or in part from the shipper's failure to do so or to comply with its agreements, guarantees and undertakings as aforesaid; and (c) agrees to declare in writing, on shipment the true gross weight of each piece or package, exceeding two long tons in weight, and to clearly and durably place in letters and numbers at least two inches high on the outside of each piece or package, such weight, together with the name of the port of discharge and the marks necessary to identify the goods.

If at any time the goods, whether ashore or afloat, are, in the judgment of the carrier or master or of the health or other authorities of any place, spoiling, decayed, injurious, offensive, unfit for further carriage or storage, or dangerous to health or other property, or if the goods are condemned or ordered destroyed by any such authorities, the goods may, forthwith and without notice, be thrown overboard, destroyed, discharged, stored, put ashore at any place or aboard lighters or craft, or otherwise disposed of by the carrier, master or others, solely at the risk and expense of the goods, and the carrier shall not be liable for any loss or damage whatsoever.

Any goods that are in fact or may be considered by any civil or military authorities or the master, inflammable, explosive, noxious, hazardous or dangerous, shipped without such full disclosure, or if shipped with the knowledge and consent of the carrier or master as to their nature and character, shall become a danger to the ship or those aboard, the goods or other property, or any part thereof, may at any time or place be landed, thrown overboard, destroyed or rendered innocuous without compensation to the shipper, consignee or owner thereof; and extra charges and expenses, if any, for discharging, lightering, handling, earing for, disposing of or otherwise occasioned by such goods shall be borne by the goods. Goods or articles of such nature or character may be carried on deck, as well as any other goods whose nature or bulk requires them in the discretion of the carrier or master to be so carried, and the same shall be carried and discharged at the risk of the goods.

The particulars and description of the goods or packages appearing in this bill of lading are furnished by the shipper and are not conclusive on and do not constitute admission of or representations by the carrier of the correctness of marks, numbers, quantity, measurement, weight, gauge, contents, nature, condition, condition of containers, quality, value or declared value stated herein.

Single pieces or packages exceeding 4480 lbs. in gross weight or which because of shape, size or condition cannot be handled with the ship's regular tackle, shall be liable to pay extra charges for loading, handling, transshipping or discharging.

14. The goods may be stowed in poop, forecabin, deckhouse, shelter deck, passenger space, store-room, bunker space or any other covered-in space and when so stowed shall be deemed for all purposes, including General Average, to be stowed under deck. In respect of goods carried on deck, and stated herein to be so carried, all risk of loss or damage by perils inherent in or incident to such carriage shall be borne by the shipper and consignee, but in all other respects the custody and carriage of such goods shall be governed by the terms of this bill of lading and the carrier shall have the benefit of all and the same rights, immunities, exceptions and limitations as contained in said Carriage of Goods by Sea Act, notwithstanding Sec. 1 (c) thereof, or the corresponding provision of any similar Act that may be applicable.

16. The carrier or master, in the exercise of its or his discretion, may at any time, whether or not customary and without notice, lighten the goods or any part thereof, or to from the ship at the risk and expense of the goods. In making arrangements for lightering or use of craft, the carrier or master shall be considered solely the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for any loss or damage to the goods while on such lighter or craft or in the custody of the lightermen who shall be considered independent contractors, including but without limitation, responsibility for the choice of, condition, seaworthiness, or manning of such lighter or craft.

If the carrier elects to lighten the goods in or with lighters or craft operated or controlled by it, the carrier shall have the benefit of all the terms of this bill of lading with respect to such lighterage and may collect the cost thereof from shipper or consignee.

18. The carrier shall not be liable for delay in or failure of delivery in accordance with marks or otherwise unless the goods shall have been marked as herein required and unless such marks shall be clearly legible at the port of discharge. Goods that cannot be identified as to marks or numbers, goods out of or separated from their containers or packages, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall, for the purpose of completing delivery, be

allocated to the various consignees of cargo of substantially or general like character in proportion to any apparent shortage, loss of weight or damage, and shall be accepted as good delivery. Loss of or damage to goods in bulk stowed without separation from other cargo in bulk of substantially or general like character shipped by the shipper or by others shall be divided and accepted in proportion among the several shipments.

Liquid cargo in bulk shall be pumped aboard by shipper as fast as ship can receive at shipper's risk and expense so far as the ship's connection and shall be received at port of discharge at ship's connection so soon and so fast as carrier is prepared to deliver.

19. The shipper and consignee shall be liable for, indemnify the carrier and ship and hold them harmless against, and the carrier shall have a lien on the goods for, all expense of, or charges for mending, cooerage, bailing, repairing or reconditioning the goods or their containers, and all other expenses incidental to or incurred in protecting, earing for or otherwise made for the benefit of the goods, whether the goods be damaged or not; also for any payment, expense, penalty, fine, ducs, duty, tax or impost, loss, damage, detention, demurrage, or liability of whatsoever nature, howsoever and wheresoever sustained or incurred by or levied upon or required from the carrier or the ship in connection with the goods or by reason of the goods being or having been on board, or because of shipper's failure to procure consular or other proper permits, certificates or any papers that may be required at any port or place or shipper's failure to supply information or otherwise to comply with all laws, regulations and requirements of law in connection with the goods or from any other act or omission of the shipper or consignee; also for all damages, charges, legal fees, expenses or disbursements which the carrier may suffer, incur or pay in connection with or arising out of claims to or attachment, seizure of or execution against the goods or claims or legal proceedings of any description by third parties involving the goods and any proceedings by way of interpleader or otherwise which the carrier may bring to determine the right of ownership or possession in or to the goods; also for any expense of or charges for regaining or attempting to regain possession of the goods. The shipper authorizes the carrier to pay and/or incur all such charges, expenses and other matters mentioned above and the carrier or master may solely as agent for the shipper engage other persons to mend, cooer, bale, repair or recondition packages or goods, regain or seek to regain possession of the goods and to do all things deemed advisable for the benefit of the goods.

20. Freight shall be payable, at carrier's option, on gross intake or discharged weight or measurement or on an ad valorem or other basis. Freight may be calculated on the basis of any particulars concerning the goods furnished by the shipper, but the carrier may at any time weigh, measure and value the goods, and open packages to examine contents. If shipper's particulars are found to be erroneous and additional freight is payable, the shipper and consignee shall be liable for any expenses incurred in examining, weighing, measuring and valuing the goods.

Full freight to the port of discharge named herein and all advance charges against the goods shall be considered completely earned on receipt of the goods by the carrier, whether the freight or charges be prepaid or be stated or intended to be prepaid or to be collected at destination or subsequently, and the carrier shall be entitled absolutely to all freight and charges, whether actually paid or not, and to receive and retain them under all circumstances whatever, ship and/or cargo lost or not lost, or the voyage changed, broken up, frustrated or abandoned. Full freight shall be paid although the goods may be damaged, unsound or worthless or if packages be empty or partly empty. Any error in freight or other charges is subject to correction and if on correction the freight or charges are higher the carrier may collect the additional amount.

All charges or sums payable to the carrier are due when incurred and such charges, sums and all freight shall be paid in full without any offset, counterclaim or deduction, in the currency of the port of shipment or, at the carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of ship's entry at the customs house of her port of discharge.

The carrier shall have a lien on the goods, which shall survive delivery for all freight, charges and other amount due hereunder and may enforce this lien, by all available means, including public or private sale and without notice, upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession. The net proceeds of any such sale, after deducting all costs and expenses of the carrier in executing the lien, shall be applied towards the settlement of the freight, charges and any other amount due the carrier and the carrier shall not be under any further obligation in respect thereof except to account for the balance, if any, of such proceeds.

The shipper and consignee shall be jointly and severally liable to the carrier for the payment of all freight, charges and other amounts due the carrier and for any failure of either or both to perform his or their obligations under the terms of this bill of lading and to indemnify the carrier against and hold it harmless from all liability, loss, damage and expense which the carrier may sustain or incur arising or resulting from any such failure of performance by the shipper and consignee or either of them.

22. General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1950 at the Port of New York or last port of discharge, at Carrier's option, and as to matters not provided for in these Rules, according to the laws and usages at the Port of New York. Average agreement and bond, together with such additional security as may be required by the Carrier, shall be furnished before delivery of the goods.

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully and in the same manner as if such salving ship or ships belonged to strangers.

23. Without waiver or limitation of any exemption from or limitation of liability afforded by law or by this bill of lading, neither the carrier nor any corporation owned by, subsidiary to, or associated or affiliated with the carrier shall be liable for any loss or damage wheresoever and whenever occurring by reason of any fire whatsoever, including that occurring before loading on or after discharge from the ship, unless such fire shall have been caused by the design or neglect or by the actual fault or privity of the carrier or of such corporation, respectively. In any situation where such exemption from liability may not be permitted by law neither the carrier nor such corporation shall be liable for any loss or damage by fire unless caused by negligence, including that imputed by law, for which the carrier or such corporation is liable, respectively.

24. In the event of any loss, damage or delay to or in connection with goods exceeding in actual value \$500 per package lawful money of the United States, or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$500 per package or per customary freight unit, as the case may be, and the carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per customary freight unit, unless the nature and a higher value shall be declared by the shipper in writing before shipment and inserted in this bill of lading.

In the event a higher value is declared by the shipper in writing and inserted in this bill of lading and extra freight paid thereon if required, the carrier's liability, if any, for loss, damage or delay to or in connection with the goods shall be determined on the basis of such declared value and pro rata of such declared value in the case of partial loss or damage, provided such declared value does not exceed the actual value of the goods.

With respect to goods having an actual value of less than \$500 per package or in case of goods not shipped in packages, per customary freight unit, it is agreed that unless the actual value is declared by the shipper and inserted in the bill of lading, the carrier's liability is limited to and shall not exceed the invoice value of the goods.

It is understood that the meaning of the word "package" includes pieces and all articles of any description except goods shipped in bulk.

In no event shall the carrier be liable for more than the loss or damage actually sustained. The carrier shall not be liable for any consequential or special damage and shall have the option of replacing any lost goods and of replacing or repairing any damaged goods.

25. Unless notice of loss or damage and the general nature or such loss or damage be given in writing to the carrier or its agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

Any claim against the carrier for any loss or damage must be given to the carrier or its agent in writing within 30 days after the date when the goods are or should have been delivered.

Any claim against the carrier for any adjustment, refund of, or with respect to freight, charges or expenses must be given to the carrier or its agents in writing by or before the date when the goods are or should have been delivered.

If written claim is not given in any case as provided herein to enable the carrier to make investigation of the circumstances in connection with the alleged claim, the carrier shall be considered prejudiced thereby and the claim shall be considered barred and the waiver may be pleaded in and constitute a defense to any suit that may be brought against the carrier on said claim.

In any event, the carrier and the ship shall be discharged from all liability for any loss of, or damage to, or delay of the goods or with respect to freight, charges or expenses as aforesaid unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered. Suit shall not be deemed brought against the carrier or ship until jurisdiction shall have been obtained of the carrier or the ship, or both, or if brought in admiralty, until written notice of the filing of a libel shall have been delivered to the carrier.

If requested, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.



BOSTON 10, MASS., April 16, 1957 195

M Peabody Museum of Archaeology & Ethnology,

Harvard University, Cambridge, Mass.

To T. D. DOWNING CO., Dr.

Foreign Freight Forwarders and Customs Brokers

88 BROAD STREET

BOSTON 10, MASS.

Ref. No. X-60387

Inland Charges			
Cartage - service charges		4	12
Freight from Boston to Vera Cruz			
Minimum		10	00
Wharfage		1	00
Insurance and Placing \$100.00		1	00
Consular Fees, Blanks and Services			
Booking			
Making up Bills of Ladings		3	50
Forwarding Fee		8	50
Effecting Customs Clearance		3	50
Notary Fees - Petties - Postage			90
Telephones - Telegrams - Cablegrams			
Strapping		3	00
			\$ 35 32

2 Packages Archaeological Specimens marked Addressed  
Cleared on S. S. Roland Russ  
Sailing from Boston on

- PAYABLE ON PRESENTATION IN BOSTON FUNDS -

# THE HISTORY OF

THE CITY OF NEW YORK

FROM 1624 TO 1898

The history of the City of New York from 1624 to 1898 is a story of growth, change, and resilience. It begins with the first Dutch settlement in 1624, which was a small group of men and women who came to the island of Manhattan. Over the years, the settlement grew into a city, and the city grew into a nation. The story is one of a people who have built a city that is one of the most important in the world. The city has been a center of commerce, culture, and industry for centuries. It has been a place where people have come to live, work, and play. The city has been a place where people have built a life for themselves. The city has been a place where people have made a home. The city has been a place where people have found a way to live together. The city has been a place where people have found a way to make a difference. The city has been a place where people have found a way to build a better world. The city has been a place where people have found a way to live. The city has been a place where people have found a way to make a home. The city has been a place where people have found a way to build a life. The city has been a place where people have found a way to make a difference. The city has been a place where people have found a way to build a better world. The city has been a place where people have found a way to live. The city has been a place where people have found a way to make a home. The city has been a place where people have found a way to build a life. The city has been a place where people have found a way to make a difference. The city has been a place where people have found a way to build a better world.

WENNER-GREN FOUNDATION FOR ANTHROPOLOGICAL RESEARCH  
INCORPORATED

14 EAST 71ST STREET  
NEW YORK 21

CABLE ADDRESS: WEGEFOUND  
TELEPHONE: REGENT 7-2900

OFFICE OF DIRECTOR OF RESEARCH

October 26, 1959

Dr. Richard S. MacNeish  
National Museum of Canada  
Dept. of Northern Affairs and National Resources  
Human History Branch  
Ottawa, Ontario, Canada

Dear Dr. MacNeish:

Thank you for your letter of October 20th in reply to my letter of October 5th concerning your application for funds to go to Russia.

I regret to inform you that your letter was not received in time to process your request for presentation at the Board of Directors' meeting on October 21st. However, we shall process and submit your application at the forthcoming Board meeting, which will probably be held in the early part of <sup>77</sup>next year. In this regard, you will find enclosed our formal petition acknowledgement.

Sincerely yours,



PAUL FEJOS  
Director of Research

Enclosure





WENNER-GREN FOUNDATION FOR ANTHROPOLOGICAL RESEARCH

INCORPORATED

14 EAST 71ST STREET

NEW YORK 21

OFFICE OF DIRECTOR OF RESEARCH

CABLE ADDRESS: WEGEFOUND  
TELEPHONE: REGENT 7-2900

This is to acknowledge with thanks receipt of petition for a grant from the Wenner-Gren Foundation for Anthropological Research. This will be presented for consideration at a meeting of our Board of Directors, as yet unscheduled. Please note that all decisions concerning grants are made by our Board of Directors, and you will be notified of its decision as soon as possible.

*Paul Fejos*  
PAUL FEJOS, Director of Research

To: Dr. Richard S. MacNeish  
National Museum of Canada  
Dept. of Northern Affairs and National Resources  
Human History Branch  
Ottawa, Ontario, Canada

Project: To aid research on prehistoric relationships of cultures and people between northeastern Siberia and northwest America

Amount requested: ~~\$500~~ <sup>\$900</sup>

Date acknowledged: 10/26/59



OSCAR C. DANCY, JR.  
ATTORNEY  
ORANGE, TEXAS

1605 Newfield Lane,  
Austin, Texas.

Richard S. Mac Neish,  
Miller Hotel,  
Brownsville, Texas.

Dear Mr. Mac Neish,

I was in Brownsville in July for the first time in many years, thinking to make my home there while my husband was overseas. The condition of the place was appalling, and I hope you can overlook it. Mrs. Ussher was supposed to live there rent free as a care-taker and a Mr. Dudley was allowed to rent the land in return for keeping the grass down. Both failed. I am overcome with embarrassment that you should see the place as it is.

I have talked with Dr. Sellards and made two attempts to see Mr. Krieger, at least I think it was Mr. Krieger that I waited two hours for while he talked to somebody else. Is Mr. Krieger the man with a speech defect? My father's only stipulation was that the collection be placed where it would be valued.

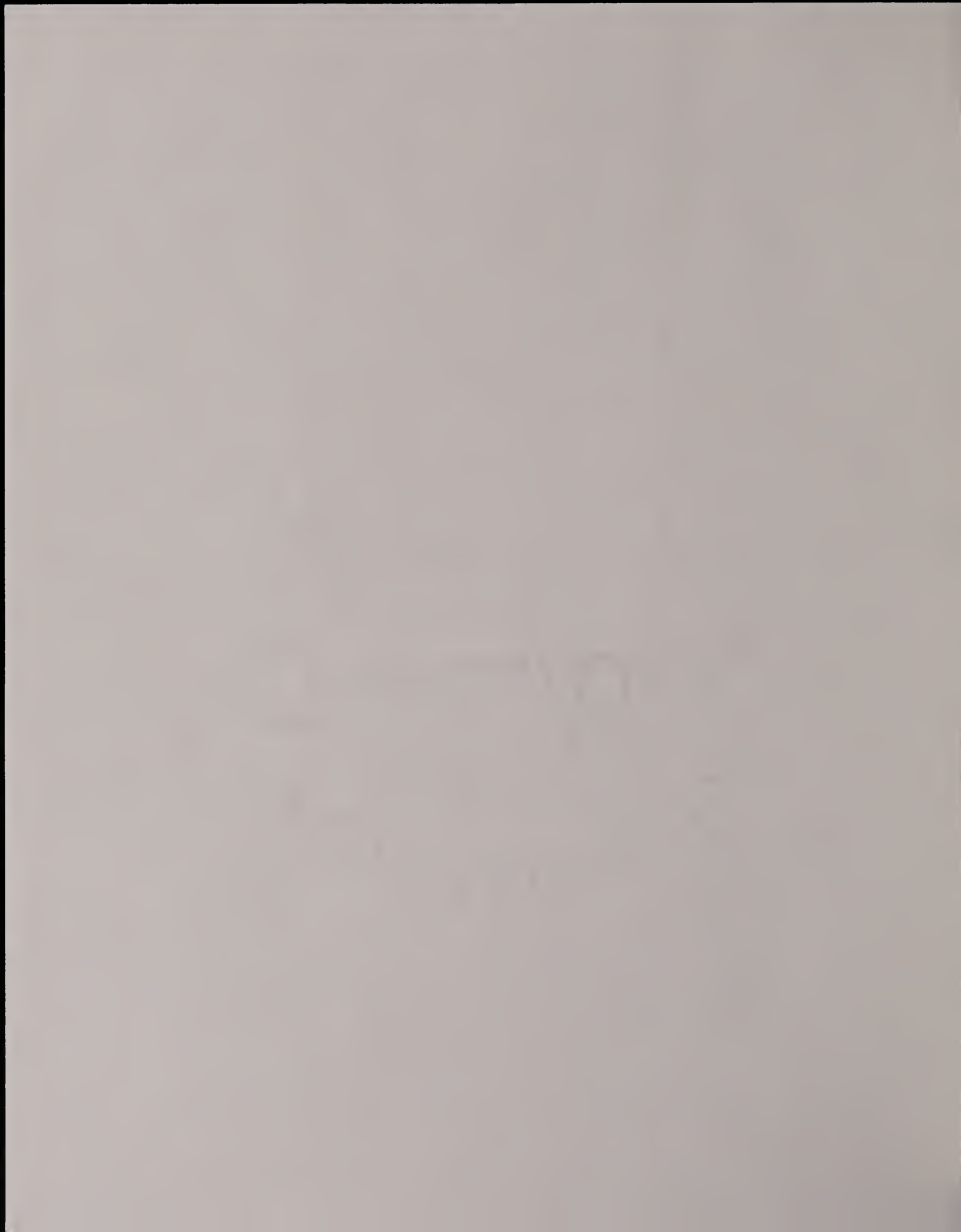
The Index and notes to the collection are in the hands of the bank. I suggest that you talk to my father-in-law, Judge Dancy, County Judge for Cameron County, there in the Courthouse at Brownsville. Beside being my father-in-law, he is Judge for the Guardianship of the Anderson Estate. Did you come across an arrowhead (obsidian) made into a pin? If you did, I would like to have it. Please call me when you're in Austin--84269.

*Oscar C. Dancy*









Museo Nacional

Moneda 13

México

Muy estimada Señora Espejo:

El doctor <sup>don</sup> J. A. Macdon

del Museo Philadelpia me ha <sup>comisionado</sup> ~~comisionado~~  
frecuentemente sobre el Atlas arqueológico  
de la Republica Mexicana que se  
esta compilando bajo su dirección.

Estoy encargado del laboratorio

arqueológico

de la Universidad de Chicago y uno

de nuestros proyectos a realizar es

~~hacer~~ <sup>hacer</sup> un <sup>reconocimiento</sup> ~~reconocimiento~~  
arqueológico del <sup>estado</sup> ~~estado~~ Tamaulipas.

Como ~~ya~~ <sup>ya</sup> Ud. los sabe el <sup>estado</sup> ~~estado~~ de  
Tamaulipas es una <sup>zona</sup> ~~zona~~ importante para

para estudiar las <sup>comunicaciones</sup> ~~comunicaciones~~ entre  
las altas culturas <sup>mesoamericanas</sup> ~~mesoamericanas~~ y <sup>el</sup> ~~el~~  
suroeste de los <sup>Estados Unidos</sup> ~~Estados Unidos~~ E. H. V.

principios del <sup>siglo</sup> ~~siglo~~ <sup>XX</sup> ~~XX~~ <sup>que</sup> ~~que~~ <sup>me</sup> ~~me~~ <sup>interesa</sup> ~~interesa~~  
Pienso hacer este <sup>reconocimiento</sup> ~~reconocimiento~~

En su trabajo de <sup>compilación</sup> ~~compilación~~

del <sup>Atlas</sup> ~~Atlas~~ <sup>de</sup> ~~de <sup>las</sup> ~~las <sup>altas</sup> ~~altas~~ <sup>culturas</sup> ~~culturas~~ <sup>mesoamericanas</sup> ~~mesoamericanas~~ en  
los <sup>sitios</sup> ~~sitios~~ <sup>arqueológicos</sup> ~~arqueológicos~~ en <sup>el</sup> ~~el <sup>estado</sup> ~~estado~~ <sup>Tamaulipas</sup> ~~Tamaulipas~~  
de lo agradeceré mucho <sup>si</sup> ~~si~~ <sup>me</sup> ~~me~~ <sup>indica</sup> ~~indica~~  
la <sup>posibilidad</sup> ~~posibilidad~~ <sup>de</sup> ~~de <sup>hacer</sup> ~~hacer~~ <sup>este</sup> ~~este <sup>trabajo</sup> ~~trabajo~~~~~~~~~~~~



on which I am sure (what is the  
history of this area)? I have  
to get special permission from certain  
governmental officials of Mexico to work in  
this area. I hope, who are they? Will I  
be able to get your card then once I am  
in the border of Mexico. Could you  
indicate which archaeological or publications  
(other than those of the Mexican and E. H. Smith) <sup>which have</sup> been  
concerned with the archaeology or ethnology  
of this area?

Answers to the above questions  
would be greatly appreciated. I hope to  
see you next year when I will be making  
the survey.

Very ~~truly~~ truly yours

Richard S. MacNeel



Museo ~~Nacional~~  
Nacional  
Moneda 13.  
Mexico

Muy estimada Senora Espejo

Upon the advice of

Dr. S. A. Maron of the Philadelphia Museum  
I am writing to you concerning a doctoral  
thesis project. I hope to have as the subject  
of my thesis - "An Archaeological Survey of  
the State of Tamaulipas" with the purpose of  
discovering relationships between the civilizations  
of Mexico and the Southeast I will be making  
this survey during ~~the~~ <sup>the</sup> ~~early part~~ <sup>early part</sup> of next year.

pp. { Since you are in  
charge of publishing the "Atlas arqueológico  
de la <sup>many</sup> República Mexicana" ~~and~~ <sup>you</sup> no doubt, know  
of sites in the State of Tamaulipas I ~~would~~  
~~appreciate~~ your telling It would be very  
helpful to me in <sup>undertaking</sup> ~~carrying out~~ my project to  
know the location of these sites before I start.  
Therefore, I would appreciate your assistance  
in ~~you~~ telling the location of all sites in the State  
of Tamaulipas. Also, if a large map <sup>of the Tamaulipas</sup> is available  
I would like it as I am unable to find one in  
the United States.

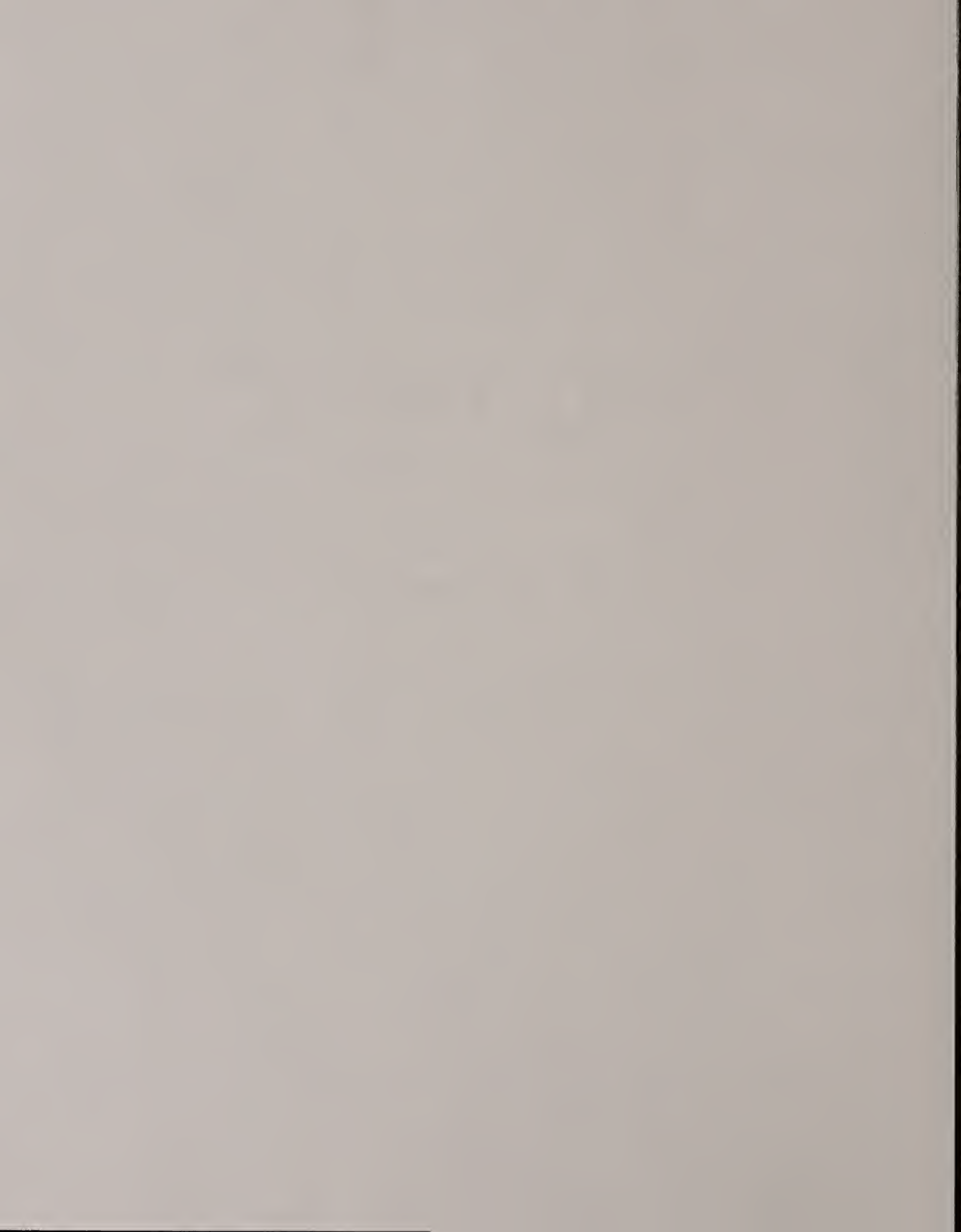


I will be awaiting your reply  
hopefully and will greatly appreciate any  
information you can give on this area

Richard J. Murr Mendi







CONFERENCE

D-E-7

18

#

